Chapter Three
Socio-Economic Data

Socio-Economic Data

The travel forecast model (discussed in Chapter 4), is dependent on various socio-economic inputs. In the Bay City area, these inputs include population, occupied dwelling units, autos/dwelling unit, retail employment, service employment and total employment. 2005 base data was determined by beginning with the 2000 Census Data which was grown to 2005 based on projections from REMI (Regional Econometric, Inc.) and local knowledge of development. Using local information such as building and demolition permits, the growth areas were pinpointed to determine the population changes and shifts.

Employment data was obtained from the combination of the 2004 Michigan Employment Security Commission (MESC) and a propriety company's, *Claritas,* Business Point Data, both of which was reviewed locally. The employment data for 2010, 2015, 2020, 2025, 2030 and 2035 was grown from based on the REMI (Regional Econometric, Inc.) projections as well as local knowledge of expected development. REMI is discussed in the following paragraph.

The basic national, state and county source for the REMI EDFS Model is the Bureau of Economic Analysis (BEA) employment, wage, and personal income series. It is an internally consistent data set covering the years from 1969 to the present (updated in the fall/winter for states, spring/summer for counties). The BEA data is available for states at the two-digit level (53 + industries), and available for counties at the one-digit level (14 + industries).

On the following page are the BCATS area 2005, 2010, 2020, 2025, 2030 and 2035 totals for socio-economic data as approved by the Policy Committee for use in the base year calibration and future year trip generation of the travel forecast model. See chapter 4 for more information on the use of the population and employment data.

BCATS Study Area Socio-Economic Data

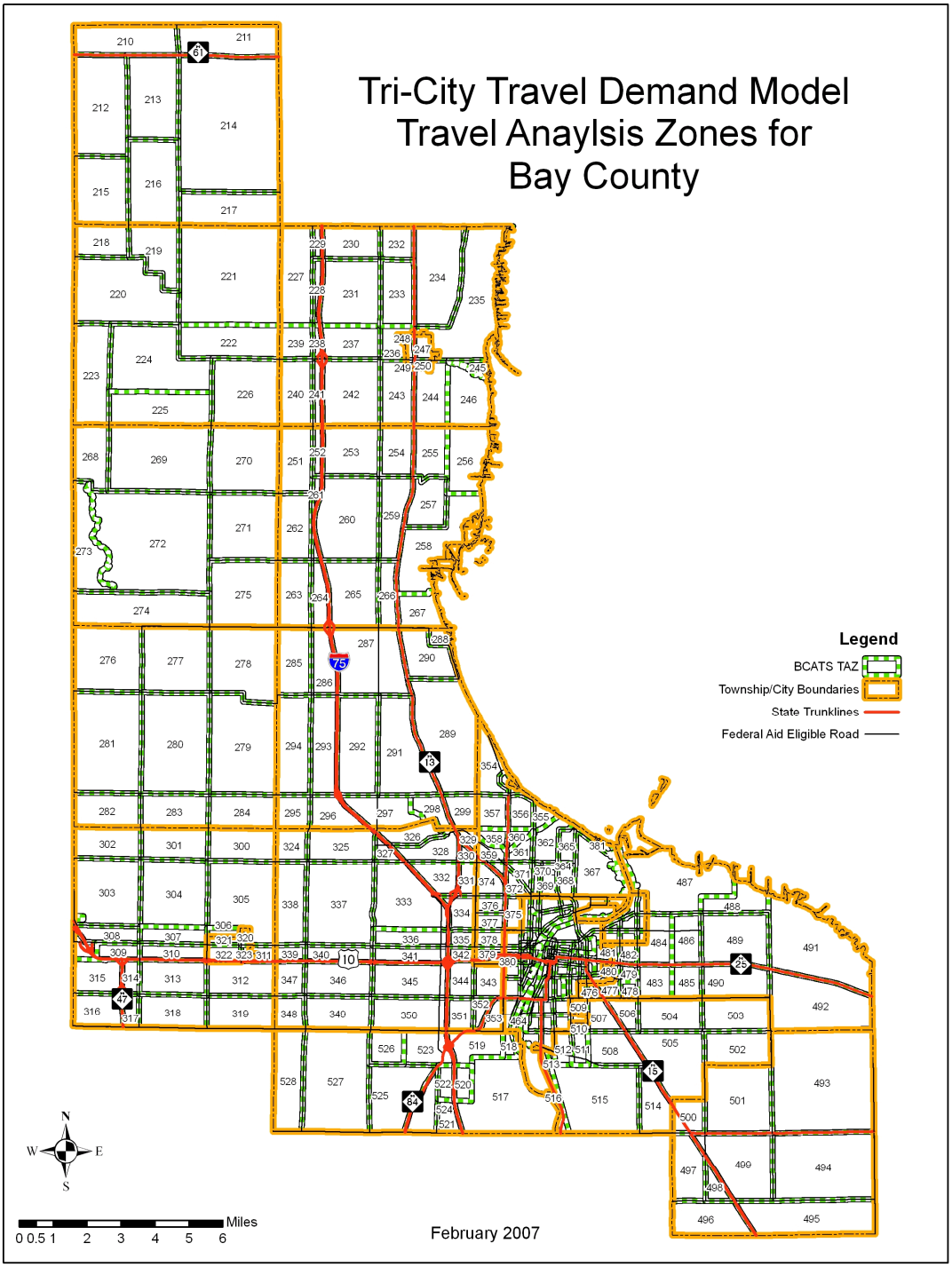
	Population	Occupied Households	Total Employment	Retail Employment	Service Employment
2000	89,256	36,746	36,244	9,128	15,517
2005	88,672	37,979	37,130	9,476	17,243
2010	89,513	38,561	39,792	9,778	19,501
2015	92,008	39,283	41,831	10,085	21,161
2020	94,648	40,961	43,331	10,175	22,526
2025	94,708	42,254	44,083	10,073	23,399
2030	96,046	43,641	44,935	9,958	24,487
2035	98,046	44,461	45,443	9,917	25,106

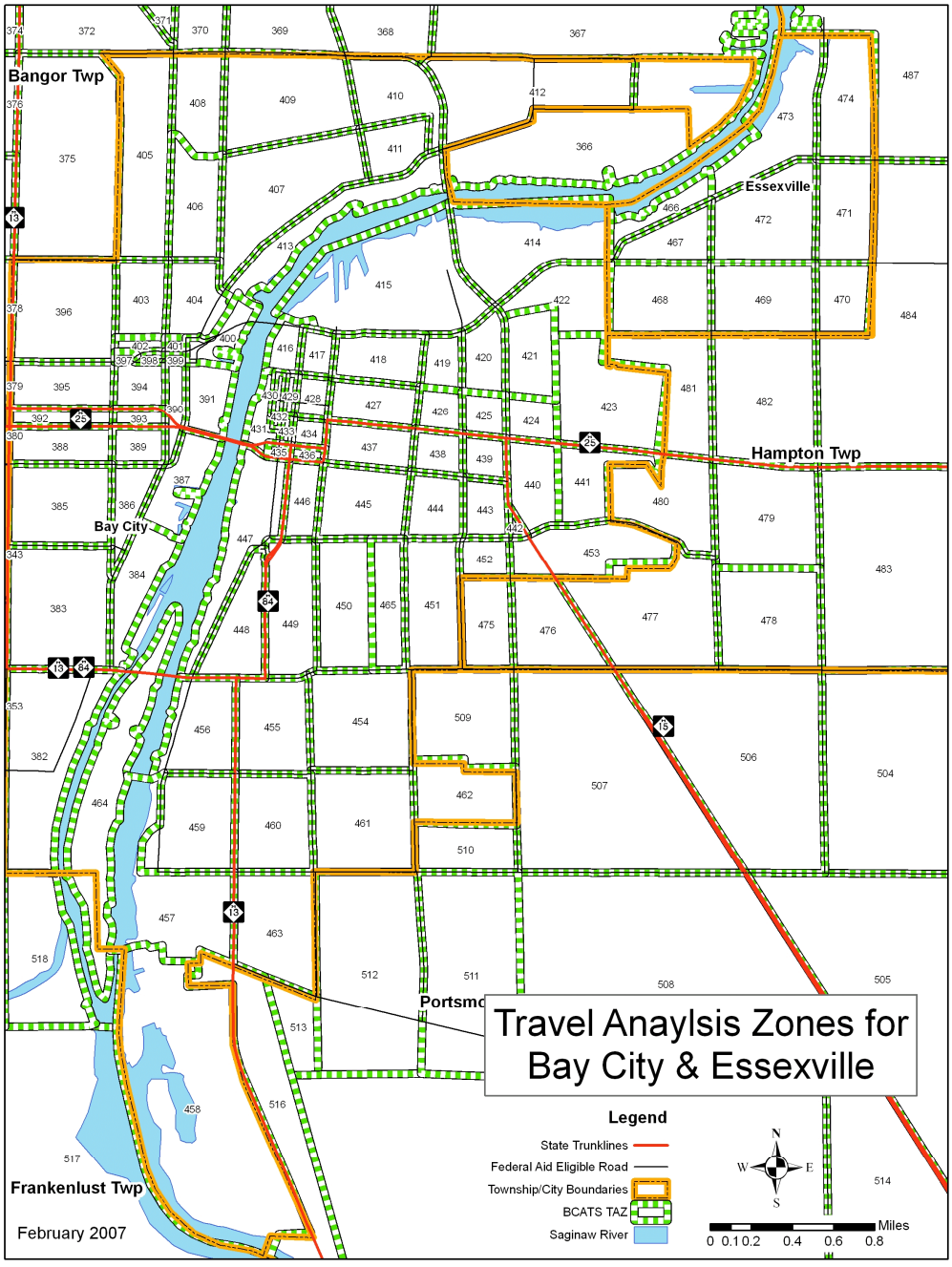
The base data layer for the travel demand model are the traffic analysis zones (TAZ's). They were created from the 2000 census blocks and constrained by the network and Minor Civil Division (MCD) boundaries. Values for population and occupied households were aggregated from the 2000 census blocks to arrive at TAZ totals for 2000.

Auto ownership per dwelling was calculated from 2000 census data. The average autos per household in each census block group were determined. This value was then assigned to each census block in that block group. The average autos per household was then aggregated up to the TAZ level using a weighted average by number of occupied households in each block.

It is important to remember that socio-economic forecasting is essentially a matter of judgment. Judgment is required in selecting the type of forecast to be implemented; in determining the procedures for making the forecast; and, the process used in reviewing the effects of the factors that induce changes in population and employment. The establishment of a large new industry or the loss of a similar size industry can lead to considerable impact on an area's development.

Therefore, although socio-economic projections are a useful and required tool in the planning of an area's future growth and development, it is important to note that the projections are not infallible and should be modified as time progresses to better reflect development impacts occurring in the BCATS planning area.


Tri-City Travel Demand Model
Travel Anaylsis Zones for
Bay County
Legend
BCATS TAZ
Township/City Boundaries
State Trunklines
Federal Aid Eligible Road
N
W
E
S
Miles
0 0.5 1 2 3 4 5 6
February 2007


Bangor Twp
Essexville
Hampton Twp
Bay City
Frankenlust Twp
Travel Anaylsis Zones for
Bay City & Essexville
Legend
State Trunklines
Federal Aid Eligible Road
Township/City Boundaries
BCATS TAZ
Saginaw River
N
W
E
S
Miles
0 0.1 0.2 0.4 0.6 0.8
February 2007